TOWN COUNCIL.

A LONG AND BUSY SESSION HELD ON MONDAY NIGHT.

Newark Water Department Officials Before the Council—Fire Committee Not Able to Obtain a Modification of Terms from Mr. Decker—Board of Assessors' Reports Confirmed.

The Town Council held a long session Monday night. Engineer Morris R. Sherrerd of the Newark Water Department appeared before the Council in relation to the sixty-inch water main that the city is going to lay along Bloomfield Avenue through this town, and for which the formal assent of the Council is asked. Mr. Sherrerd submitted plans of the proposed work.

After considerable discussion the matter was laid over until the next meeting, when it is expected that a report will be made on the question of the possibility of sewerage for that portion of this town south of Watsessing Avenue by way of the Newark city sewers.

Councilman Unangst of the Fire Committee reported that with his colleague, Mr. Farrand, he had consulted Thomas H. Decker in relation to the period of the lease for the building which Mr. Decker occupies to erect for Essex Hook and Ladder Company No. 1 and Phoenix Hose Company No. 1. Mr. Decker's proposal was to make the lease for ten years, at an annual rental of $700. The price was satisfactory, but all the Councilmen thought the term was too long.

Mr. Unangst stated that Mr. Decker refused to modify his terms. Councilman Farrand urged immediate action, and said that the town must either lease or repair the old quarters. The latter, Mr. Unangst declared, was an impossibility, as it would be throwing more money away if any attempt was made to repair them.

"What will you do about the bell?" inquired Councilman Conlan.

"Well," replied Mr. Unangst, "if we do not erect a new steel tower very soon the bell will take care of itself by falling to the ground." He said there was room for a bell tower on the Decker property.

Councilman Farrand said the placing of a fire-alarm whistle on the Lappin Brake Shoe Works had been suggested. The only objection to that, Mr. Farrand said, was that the works might not always have steam enough up to sound an alarm, if necessary.

Town Attorney Halfpenny said the Council was not restricted to any term of years for the lease, but that it was not advisable to take so long a term.

The matter was finally referred again to the Fire Committee, and a conference between Mr. Decker and the whole Council will probably be held and a settlement effected.

Town Clerk Johnson reported no objections to the work or material in the improvement of Linden Avenue, and the matter was referred to the Board of Assessors to levy the assessment.

The report of the Board of Assessors of the assessment levied for the John Street and Morton Street sewers was confirmed by the Council.

The ordinance for the widening and extending of Weaver Avenue and Cedar Street passed first reading.

Application was made by Joseph Putchiopeck of No. 28 Second Street to have transferred to his name the wholesale license granted to Joseph Reinheimer in July last. Under the rules a transfer cannot be acted upon at the meeting in which it is first proposed, and the matter was laid over to the next meeting.

Final approval of the work done by Osborne & Marsellis under the road contract was referred to the Road Committee, and the balance due the firm from several street accounts will be paid shortly.

The election of Charles A. Harrington as an active member of Essex Hook and Ladder Company No. 1 was confirmed by the Council.

Chief of Police Collins reported $27 collected in fines and sixteen arrests during the month of January.

Chairman Harrison of the Poor Committee reported that owing to extraordinary expenses in taking care of the poor in the town during the past year, the appropriation for that purpose had been exhausted, and, upon Mr. Harrison's motion, the sum of $400 was transferred from the incidental to the poor account.

A note of $7,500, the amount used by the Board of Health to fight the smallpox epidemic, was ordered paid.

PASSED SECOND READING.

ESSEX CROSS RAILWAY FRANCHISE NOW LIKELY TO BE GRANTED.

The Question of Rate of Fare between Here and Elizabeth Now the Only Point of Difference—Opponents of the Franchise Given a Hearing in East Orange—Elizabeth City Council to Act on the 24th Inst.

The Essex Cross Railway Company's franchise ordinance passed second reading at the Town Council meeting Monday night, and will come up for final reading at the next meeting of the Council.

Councilman Moore, Chairman of the Legal and Franchise Committee, read the ordinance as prepared by that committee, and several of its provisions were a matter of debate. In the absence of Francis M. Eppley, President of the Cross Railway Company, John A. Lawrence represented that company.

One of the amendments to the ordinance limited the number of passengers which each car could carry beyond its seating capacity to ten, and a penalty was provided for each violation of that provision. The company would not agree to this limitation. The ordinance provided for a five-cent fare to the terminus of the road in Elizabeth. Mr. Lawrence said that a five-cent fare to that point was insisted upon the company would withdraw its application, as it was impossible to comply with it. The fare from Bloomfield to East Orange and Irvington will be five cents, and not ten cents, as has been erroneously stated.

Councilman Walker of the Second Ward introduced an amendment calling for a transfer system on any of the intersecting lines within the limits of Bloomfield for one fare. He was supported by Councilman Harrison.

Mr. Lawrence declared that it was folly to ask for transfers, as the North Jersey and the Orange and Passaic Valley Railways refused absolutely to have anything to do with the Essex Cross Railway people.

Councilman Moore supported Mr. Lawrence's statement, and Councilman Walker intimated that Mr. Moore must be interested in working for the trolley people.

"How do you know they cannot issue transfers?" he asked.

"Because Mr. Lawrence says they will not, and I do not believe the Essex Cross people are doing foolish things," retorted Mr. Moore.

Mr. Lawrence declared that the North Jersey or Orange and Passaic Valley people did not have one dollar invested in the proposed Essex Railway. He referred to the fight made by the company in Irvington, where the North Jersey had made various promises, such as the building of a loop, etc., and had failed to fulfil its promise, with the result that the Irvington Council had grown tired and granted a franchise to the Essex Cross Railway.

The East Orange City Council gave a hearing Monday night to the opponents of the franchise application of the Essex Cross Railway. Several opponents of the franchise were given full opportunity by Chairman Cardwell to express their sentiments and present their arguments. Thomas R. Creede, claiming to represent ninety per cent. of the property along North Clinton Street opposed to the road, said that they were against a double track line, and also a single track with turnouts, because the street, being only twenty-eight feet wide, is too narrow for either. He called attention to the fact that Francis M. Eppley had told the Council when a single track road was suggested that such a line was a nuisance, and said that at night parties in the cars would annoy residents by singing, etc., when the vehicles were obliged to stand on a turnout. Mr. Creede objected also to the overhead construction, declaring that underground trolleys are in successful operation. He referred to the public and parochial schools in front of which the cars would pass, and he declared the people want a first-class line, a line run by railroad people.

Mr. Sumerwell was another speaker against the franchise, and said it would be outrageous to block a narrow street with trolley tracks. He expressed the hope that the Council would have the moral courage to refuse the application. If granted at all the franchise ought to be limited to twenty-five years, and the city should reserve the right to buy the road at the expiration of that period. It may be possible in less than that time to run a trackless railroad, and the question of trolley rails and single track lines might be a thing of the past. Without saying that the matter might be taken into court, he expressed the hope that the Council would not make it necessary for the opponents to do this; but if the franchise was granted and then was attacked in the courts, one of the points would be that a consent had been purchased for $100 worth of stock, which, Mr. Sumerwell declared, was not a legal way of securing consents. The two and a half cent-fare proposition, he declared, was not worth two and a half cents.

A hearing on the Essex Cross Railway's application for the privilege of extending its line through Elizabeth from Union Avenue, through West Grand Street to the heart of Broad Street, the main business thoroughfare, where connection can be made with the North Jersey and Plainfield and Central Jersey lines, will take place at the Elizabeth City Hall on the night of February 24.

Fire Committee's Dilemma.

Councilman Frank Unangst, Chairman of the Fire Committee, finds himself in a dilemma in the matter of changing the location of Essex Truck Company and Phoenix Hose Company. The members of the fire department appear to be divided in their opinion about the proposed changes, and some of them do not favor the paying of increased rent for a fire house such as is proposed in the plan now laid before the Town Council by the Fire Committee. One member of the department says that if Mr. Decker will put up a fire house to the satisfaction of the Fire Committee and sell it to the town at the price named in the deed—namely $6,800—it would be far more economical for the town to purchase than to rent. On the other hand, the Chairman of the Fire Committee is being urged to act speedily by other firemen who are not inclined to criticism or disposed to consider long or seriously over the cost of any project. There is besides a large degree of sentimental feeling attached to the present truck house by present and former members of the fire department, and all do not take kindly to the project of moving, and again the owners of the truck house have always shown a disposition to make any repairs or improvements asked for by the members of the company, and the rent asked for the place has not been unreasonable. The owners of the present truck house might make a proposition that would astonish the firemen if it was proposed to pay them $700 rent per annum.

New Application

The Essex Cross Railway Company submitted a new application for a franchise to the Vailsburg Borough Council on Wednesday night, and a hearing will be given on the application February 11th. The new application is for a franchise to continue seventy-five years, instead of a perpetual one. Cars are to be run at a speed not greater than ten miles an hour and under twenty minutes' headway during the day and on thirty minutes' headway from 10 P. M. to midnight. The company must pave between rails and eight feet each side of them, and macadam the streets used. The borough reserves the right to make use of railroad private property for street purposes. Iron bridges and draws are to be constructed where necessary, the company to be liable for all damages during the course of construction. In return for the franchise the company is asked to pay but $5 a car per year from January 1, 1904 to 1911; $7.50 a car after January 1911 to 1921, and $10 each succeeding year. The ordinance specifies that the fares on the road shall be from the town of Bloomfield five cents; from the city of Elizabeth seven cents, with transfers ten cents; forty tickets for $1 good in Vailsburg. Policemen and firemen are to ride free. Children under four years, accompanied by their parents or guardians, free, and children over four years and under ten years, must pay three cents.

A Tax Appeal

The Diamond Paper Mill Company of this town has made an appeal from its assessment at the meeting of the State Board of Taxation in East Orange yesterday. The company declines to make a return to the local Board of Assessors in the spring, and the members of the board used their own judgment in fixing an assessment on the company's property. Chairman Black of the State Board informed the company's counsel, Mr Rayner, yesterday that a statement must be filed before any action could be taken towards a reduction.

The plans submitted by the Lackawanna officials some weeks ago to do away with grade crossings were approved by the Council Monday night, and the clerk directed to write to the company for further information as to the probable cost to Bloomfield for the proposed improvement.

Franchise Taxes.

In the apportionment of franchise taxes received by the State and made by the State Board of Assessors Bloomfield gets $4,292.17 from the following corporations: Montclair Water Company, $192.[illegible]; Montclair [illegible] Bloomfield Telephone Company, [illegible].70; New York and New Jersey Telephone Company, $[illegible]; Postal Telegraph Cable Company, $[illegible]; North Jersey Street Railway Company, $1,038.[illegible]; Orange and Passaic Valley Railway Company, $381.44; Orange Water Company, $224.89; Essex and Hudson Gas Company, $1,569.60; United Electric Company of New Jersey, $692.76.

A CLOSE RELATION.

BETWEEN FREE SCHOOLS AND FREE GOVERNMENT.

The Amalgamating Power of the Public School in America—An Institution that Should be Zealously Maintained—Interesting Address by George E. Bedell Before the Mother's Club.

The Mother's Club held a well attended meeting in the Watsessing School Wednesday evening. Mrs. S. P. Gilbert, Vice-President of the association presided. Vocal music was furnished by Mrs. Frederick R. Pileh, and instrumental music by Miss Eva Wilde. John J. Hughes gave some enjoyable recitations, and Mr. George E. Bedell gave an interesting address on the subject of school education. Mr. Bedell said in part as follows:

There is no institution in this grand country of ours which bears the same important relation to the great masses of people as the public school. It is the very foundation and bulwark of our political and religious liberty. The existence of a republic unless its citizens are educated is a recognized impossibility.

George Washington said: "Knowledge in any country is the surest basis of public happiness," and Hon. Thos. Jefferson who said "Education is the only sure foundation that can be devised for the preservation of freedom and happiness." Lincoln said: "Let either the State or nation, or both combined support institutions of learning sufficient to afford every child growing up in this land the opportunity of a good common school education. The true origin of common schools is found in the Christian Church. It naturally flows out from the life of its beneficient founder. Wars and civil commotions have through the centuries interrupted the education of the common people, but the fundamental idea of educating all the people was never lost in the Christian Church.

European countries have in late years, evinced with some success a great interest in popular education each striving in its own way to establish a school system adopted to its peculiar wants. Perhaps never in any equal space of time in our history was the question of the common school as extensively discussed, as during the past twenty years. It argues well for the rising generation, and thus for the future of the republic, and we believe that the highest reward in the gratitude of the future will come to those who laid broadly and well the foundations of the American Public School System. Democratic governments have always recognized this principal, but the foes of democracy oppose and seek to overthrow it.

The free states of the American republic however, of which you and I have the honor to be a part, have attempted to carry out this principal to the fullest extent, providing free education of different grades for all classes, recognizing the principal that all the people are sovereigns, making common school institutions of dignity where the children of the rich and poor may meet together on a common footing, and equally share the advantages and blessings of education without class distinctions which are looked upon as foes of democracy. Supported by all, and free to all, there must be nothing about it to which any unprejudiced citizen can rationally object for conscience sake and each must use it as not to interfere with the rights and duties of others. In connection with our common school system for which Americans ought to be grateful, and of which they ought to be commendably proud, there are many encouraging facts. In the first place common education is more prevalent in the United States that in any other country in the world.

The public schools in many localities and states have attained such high excellence that the best private schools have been obliged largely to model after them, and this is the high ideal that constitutes the loyal inspiration of all lovers of the republic. Thus the army of teachers, superintendents and trustees, or boards of education, constitute largely the power which moulds our civilization and determines the character of our citizenship. The education of the people under any form of government ought to be the foundation of the civic structure.

In a republic where every citizen is a sovereign, the education of the people is not only vital, but indispensable to its peace and perpetuation. The masses educated are the loyal subjects alone of a patriotic conscience. The only power which can destroy superstition in religion or politics is knowledge. To the public school then we must look almost exclusively for the solution of the immigrant question.

But for the public school it would be inviting disaster for this nation to attempt to digest and assimulate that vast, increasing and apparently irresistable stream of foreign population which is constantly pouring into our midst. An endless stream of surging humanity made up of every nation on the face of the globe, reared under the influence of monarchial institutions, with which they are thoroughly imbued, or else made by the same influence, anarchists haters of all law and order. I think its a universal law of human nature, either we will become like them or they must become like us.

However, since it is difficult to influence the mind and conscience of a full grown man or woman in favor of a new country, having republican institutions which are directly opposed in principle to those of his native land, you see how nearly impossible it is to make loyal, patriotic citizens of them.

Just so with the children of the immigrant. In the public school they are educated and enlightened, and through its influence they are taught patriotism and respect for the flag under which they claim protection, and under this influence they grow up to be respecting and respected citizens.

Not only this, but you and I personally are in a great degree dependent upon the public school for the mental development of our children. It is no wonder, then, that this institution lies so near our hearts, and that we guard it so carefully. But perfection will never be attained. The ideal will never be realized. It must be greatly improved and strengthened in the coming years. All the people will gradually come to appreciate this, and make it a matter of personal study, and literally of personal supervision.

I think all the children and youth should be carefully trained in the fundamental political doctrines, and moral axioms and principles on which this free American government rests, so readily received in youth, but hard to acquire when character has been shaped and determined, to respect the opinions and circumstances of others which issue from that distinctively American principle that all men are created equal before the law.

While I do not think the citizens of Bloomfield need any exhortation in this matter, let us see to it that the practice of economy for political purposes does not commence in our community with the schools. Let no political or ecclesiastical outcry against religious instruction in the schools be the means of banishing a high morality from the character of the teaching. The American idea is that the school shall be a civil educator to make good citizens, and good citizens must possess moral character. We should banish absolutely all sectarianism from the management and teaching of the public school, and all evidence in the structures used that would suggest denominational relationship, or hint at the remotest connection of church and state.

I would have compulsory education laws speedily perfected, and judiciously enforced.

I would have all schools, both public and private, where citizens are being trained for the performance of their duties as sovereigns in this republic, come under the intelligent supervision of the government authorities. We have already seen that one of the principal functions of the common school is to Americanize the children of foreign birth or parentage, and by its process of digestion and assimilation make them a healthful part of the body politic.

When the United States Senate and House of Representatives are in session the National flag floats over the capitol buildings. Over the forts and ships of the Nation the flag also floats, and I think it ought to float over our public schools in the republic while the schools are in session, as an object lesson in patriotism.

If our children, whether of American or foreign birth, are instructed side by side on terms of brotherhood, and grounded in Christian morals and American principles, and trained by teachers who are endowed with an appreciation of the duties of citizenship, with an exercise of independent judgment and a due reverence for the supremacy of law, and a patriotic devotion to country, with its noble principles and inspiring traditions, we may look to the the future with hope. If a single generation of youths could be, without one exception, trained for righteousness and patriotism, the future of the republic would not only be secure, but the higher law would constitute the organic law of the land.

Have you watched carefully the industrial growth of our country as compared with other countries? Let me say to you there is more in it than the mere productiveness of the soil or mineral wealth. Did you ever stop to think that the productive industry of the country is known to have a direct relation to the diffusion of educated intelligence the-refor?

Elihu Root, Secretary of War, recently said that giving to the colored man the right of franchise did not solve the color question, and that something else would have to be devised. I tell him what will do it. Give him free common schools, under stringent compulsory laws, judiciously enforced, and the question will solve itself. Educate then, I say, the negro through the public schools, thus fitting him for the sacred duties of a citizen.

Let us see to it that we discharge the responsibility resting upon us as the guardian of our public schools, by giving to them our thought, attention and support, for in this we will only be doing our duty as American citizens, and discharging the obligations we owe to the community.

Passed the Senate.

Without a single vote to spare the Essex County isolation hospital bill passed the Senate Tuesday afternoon just before that body adjourned for the week. The measure, which is intended to allow the Essex Freeholders to select a site and erect a building, to be afterward turned over to a board of control of their appointment, had the approval of all the county and municipal authorities of this section. It was understood, and it had been promised that the Jersey City and Hudson County authorities, the only other persons who might possibly be affected, would not offer any obstacle to its passage.

At the last minute Senator Hudspeth unexpectedly took the floor against the measure. He said he understood the people of Orange were opposed to the bill. His principal objection, however, was to the clause providing that wherever located the hospital should not be erected within 250 feet of any dwelling-house, street or road. This distance, he believed, was too little, and might allow the proposed institution to be built in a residential locality where it would engender contagion.